

MONTHLY PROGRESS REPORT SLURRY/MICRO-SURFACE MIX DESIGN PROCEDURE MAY 2004

To: T. Joe Holland, CALTRANS
Contract No.: CALTRANS 65A0151
Contractor: Fugro Consultants LP
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Prepared By: Jim Moulthrop, Principal Investigator
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PROJECT OVERVIEW

The overall goal of this research is to improve the performance of slurry seal and micro-surfacing systems through the development of a rational mix design procedure, guidelines, and specifications.

Phase I of the project has two major components: 1) the first consists of a literature review and a survey of industry/agencies using slurry and micro-surfacing systems, 2) the second part of Phase I deals with the development of a detailed work plan for Phases II and III.

In Phase II, the project team will evaluate existing and potential new test methods, evaluate successful constructability indicators, conduct ruggedness tests on recommended equipment and procedures, and prepare a report that summarizes all the activities undertaken under the task.

In Phase III, the project team will develop guidelines and specifications, a training program, and provide expertise and oversight in the construction of pilot projects intended to validate the recommended design procedures and guidelines. All activities of the study will be documented in a Final Report.

NOTE: New information each month will be notated by double-lines to the left of text, tables, or figures.

PHASE I—LITERATURE SEARCH AND WORK PLAN DEVELOPMENT

Task 1—Literature Review and Industry Survey

Task 1.1 Literature Review

Completed

The literature review process is completed with all sources of information on the design and use of micro-surfacing and slurry seals reviewed and summarized in Chapter 2 of the Phase I Report.

Planned

Although the literature review process is finalized, any new information will be reviewed as it becomes available.

Task 1.2 Industry, Agency, and Advisory Panel Surveys

Completed

Following discussion between team members and Caltrans, three surveys were designed:

- Agencies: Those using the AASHTO LISTSERVE link (United States and Canada).
- Contractors and Manufacturers: Those in the United States and the international slurry surfacing and micro-surfacing industry.
- Advisory Panel Contractors.

The three proposed survey questionnaires were included in the August 2003 monthly report and the results were summarized in the Phase I Report.

Task 2—Work Plans for Phases II and III

Completed

The Phase II Work Plan was included in Chapter 3 of the Phase I Report. The Phase III Work Plan was included in Chapter 4 of the Phase I Report. The final Phase I Report was submitted to CALTRANS in March 2004.

PHASE II—MIX DESIGN PROCEDURE DEVELOPMENT

Completed

The Sacramento meeting of April 15-16, 2004 included a kick-off session for Phases II and III. Among the items discussed were:

- Response to panel comments
- The difference between slurry seal and micro-surfacing
- The Phase II and III Work Plans

Tasks 3 & 4—Evaluation of Potential Test Methods & Successful Constructability Indicators

The team is working towards the acquisition of the new test equipment to be used in Phase II. None of the equipment is currently available, but arrangements are being made to buy new parts or modify existing equipment. The equipment includes:

- Visco-Time®: an apparatus that will measure the rotational viscosity of a slurry system with time. The results will be used to evaluate the time available for mixing and spreading the mixture in the field and an estimate of the set time. Two similar devices are available from Europe: Viscoclick and Eurostar. The difference between the two devices is in the method of measuring the rotational torque: Viscoclick measures the torque acting on the mixing shaft while Eurostar measures the torque acting on the motor that rotates the mixing shaft. Viscoclick is potentially more accurate, but also more expensive. A preliminary evaluation and comparison of the two devices will be carried out by the team next month. The study will allow for the selection of the device best suited for the project.
- French Wet Track Abrasion Test (FWTAT) Device: An apparatus that is very similar to the Wet Track Abrasion Test (WTAT), but uses a set of wheels instead of the rubber hose normally used for the abrasion head. The apparatus will be available next month.
- Modified Cohesion Tester: An automated modified cohesion tester (i.e., the torque will be applied by means of an automated device instead of a manual method).
- Environmental Chamber: Many of the tests of Phase II will be performed under controlled temperature and humidity conditions that require the use of one or several environmental chambers. These are already available in the CEL laboratories where most of the testing will be performed.

The matrix of tests to be performed in Task 3 is being reviewed by the team; a range of conditions will be used in the test program:

- Humidity: high and low
- Temperature: 10, 25 and 30°C (50, 77 and 86°F)
- Cure time: 30, 60, 90 minutes; 12 and 24 hours
- Soak time: 1 hour; 1, 3, 6 and 9 days

Tentatively, five mixes will be included in the test program of which four are made of aggregates and binders known to perform well in slurry systems and one will be made of materials for which the performance is unknown. The five mixes are:

- Mix 1 Ralumac + Table Mountain Aggregate (supplied by Koch)
- Mix 2 Ralumac + Lopke Gravel Aggregate (Koch formulation for emulsion)
- Mix 3 VSS PMCQS-1h + Table Mountain Aggregate
- Mix 4 Vestal PM CQS -1h + Lopke Gravel Aggregate
- Mix 5 Unknown

Task 5—Ruggedness Tests of Recommended Equipment and Procedures

In comparison with the testing in Tasks 3 and 4, the tests of Task 5 will be performed at a single set of temperature, humidity, and cure time conditions. "Standard" conditions were chosen by the team: 50 percent humidity, 25°C temperature, etc. Slight variations in these parameters will

be allowed to evaluate the ruggedness of the test procedures. The team is currently reviewing the test factorials proposed in the Phase II Work Plan.

Task 6—Phase II Report

No Activity

PHASE III— PILOT PROJECTS AND IMPLEMENTATION

Task 7—Development of Guidelines and Specifications

A list of references that contain guidelines and specifications has been drafted and is noted below:

- ISSA A105 Guidelines for Slurry Seal - Available
- ISSA A143 Guidelines for Micro-Surfacing - Available
- TTI Report 1289-2F Use of Micro-Surfacing in Highway Pavements (contains Methods and Materials Specifications, Quality Control and Assurance (Tests - including field cohesion test and vane shear test, Guidelines – including materials acceptance tests and mixture design verification, and a Checklist), and Usage Guidelines – Available
- ISSA Inspector's Manual – Available
- Caltrans Maintenance Technical Advisory Guide Final Draft – Available
- The ISSA Workshop Folder - Available

The guidelines and specifications will be a concise collection of guidelines and specifications in AASHTO format. This is one area of the Phase III where the team can be working. At the end of Phase II, the document will be appended with findings and recommendations relative to the new tests developed in Phase II.

Task 8—Workshop Training Program/Pre-Construction Module

The team agreed that work could commence in several chapters of the reference manual to be developed under this task. The reference manual will be a comprehensive, textbook-like document with background information, explanations and pertinent information on the design and use of slurry systems.

Task 9—Pilot Projects/Procedure Validation

The team is working on the development of guidelines for selecting pilot projects to be used by state agencies. Currently, the proposed pilot project layout contains six different sections:

- A control section placed using the ISSA current procedure.
- A bare section (do nothing)
- Improved mix design (using the method developed in Phase II), Replicate 1
- Improved mix design (using the method developed in Phase II), Replicate 2
- Another bare section.

- Another contractor-based control (ISSA design).

Task 10—Final Report

No Activity

NEXT MONTH'S WORK PLAN

The activities planned for next month are listed below.

- Coordinate with CALTRANS personnel on an as-needed basis.
- Continue with Phase II and Phase III activities.

PROBLEMS / RECOMMENDED SOLUTIONS

No problems were encountered during last month and none are anticipated next month.
